

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Previously Presented) An arrangement for cooling recirculated exhaust gas and charge air in a motor vehicle with a turbocharger, comprising:

at least one heat exchanger for an exhaust gas stream,  
a charge air cooler for a charge air stream, and  
a throttle member for controlling the coolant stream in the low temperature coolant circuit,

wherein the at least one heat exchanger for the exhaust gas stream and the charge air cooler are part of a common low temperature coolant circuit,

wherein the throttle member is configured to distribute the coolant stream between the at least one heat exchanger and the charge air cooler such that the coolant stream mainly flows through the at least one heat exchanger at low to medium engine loads and speeds and mainly flows through the charge air cooler at high engine loads and speeds.

2. (Previously Presented) The arrangement as claimed in claim 1, wherein the at least one heat exchanger and the charge air cooler are connected in parallel in the low temperature coolant circuit such that the low temperature coolant circuit has two parallel-connected regions.

3. (Previously Presented) The arrangement as claimed in claim 1, wherein a pump is arranged in the low temperature coolant circuit.

4. (Previously Presented) The arrangement as claimed in claim 3, wherein the pump is controllable or switchable.

5. (Previously Presented) The arrangement as claimed in claim 3, wherein the pump is arranged upstream of a branch-off of the low temperature coolant circuit.

6. (Previously Presented) The arrangement as claimed in claim 1, wherein part of the low temperature coolant circuit is an air-cooled low temperature coolant radiator.
7. (Previously Presented) The arrangement as claimed in claim 2, wherein the throttle member is arranged in one of the two parallel-connected regions of the low temperature coolant circuit.
8. (Previously Presented) The arrangement as claimed in claim 1, wherein the throttle member is a controllable throttle valve.
9. (Previously Presented) The arrangement as claimed in claim 1, wherein the throttle member comprises an expansion element.
10. (Previously Presented) The arrangement as claimed in claim 1, wherein the throttle member is arranged at a coolant outlet of the charge air cooler.
11. (Currently Amended) A method of cooling exhaust gas and charge air using the arrangement of claim 1, an arrangement for cooling recirculated exhaust gas and charge air in a motor vehicle with a turboscharger having at least one heat exchanger for an exhaust gas stream, a charge air cooler for a charge air stream, and a throttle member for controlling the coolant stream in the low temperature coolant circuit, wherein the at least one heat exchanger for the exhaust gas stream and the charge air cooler are part of a common low temperature coolant circuit, and wherein the throttle member is configured to distribute the coolant stream between the at least one heat exchanger and the charge air cooler such that the coolant stream mainly flows through the at least one heat exchanger at low to medium engine loads and speeds and mainly flows through the charge air cooler at high engine loads and speeds, the method comprising:  
using the same coolant of the low temperature coolant circuit to cool both the recirculated exhaust gas and the charge air.

12. (Previously Presented) The method as claimed in claim 11, wherein more than 50% of the coolant is fed to the exhaust gas cooler at low and medium engine loads and speeds.

13. (Previously Presented) The method as claimed in claim 11, wherein more than 50% of the coolant is fed to the charge air cooler at high engine loads and speeds.

14. (Previously Presented) The method as claimed in claim 13, wherein more than 50% of the coolant is fed to the charge air cooler in a full load range.

15. (Previously Presented) The arrangement as claimed in claim 1, further comprising a turbocharger, wherein the arrangement is configured such that the exhaust gas stream is recirculated on a high pressure side of the at least one heat exchanger.

16. (Previously Presented) The arrangement as claimed in claim 1, further comprising a turbocharger, wherein the arrangement is configured such that the exhaust gas stream is recirculated on a low pressure side of the at least one heat exchanger.